Approved For Release 2002/10 6 CIA-RDP63-00313A000500120058-1

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3 August 1963

ACMORATION FOR THE RECORD

MERICAT : ORDANY - Engine Foreign Object Denses

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- at _____ stended by the EECI, there have been five lostences of known standard by the EECI, there have been five lostences of known standards occurred prior to eigenaft first flight, two involving the AF-12 aircraft #1001 and one involving the A-12 aircraft #127.
- 2. The only known major Jjö engine POD requiring engine overheal to the last mentioned above and was sustained 2 August in the last nacelle of alreast 127 during ground runs prior to first flight in spite of stringent personnel and quality control measures and cleaning procedures implemented as a result of the 6 May meeting. It should be recalled that aircraft 127 was the last A-12 measured in Burbank prior to implementation of the measure shake operations, designed to remove foreign meterial prior be final measure). This procedure is effective with aircraft 120 and up.
- 3. One of the five instances of J50 angine FOD, minor in anture and already repaired in the field, was sustained 3 August in the right excelle of aircraft 125 daring pre-flight but after 5 hours and 43 ainutes of damage-free flight time. This damage is reportedly attributed to the failure of a ground test exhaust noise suppressor and therefore was not induced by the aircraft itemis.
- t. Up to the 6 kmy 1903 meeting, 143 hours of installed JSS engine black had been accomplated since initiation of the flight test programmaring this period fourteen JSS engines suffered FOD with sight of these being major damages. For this period, this reflects a mean time between TSS FCD of 10.2 hours and a mean time between major JSS FOD of 17.9 hours.

Since the 6 May 1963 meeting, which marked the implementation of corrective action, approximately 120 hours of installed J55 engine time has been accomplated. During this current period, five J55 engines suffered PCB with one of these resulting in major damage. This reflects a mean time between J56 FCD of 24.0 hours and a seen time between major J55 FCD of 120 hours.

5. Original reports indicated that two JJO engines sustained FOD on 6 August in aircraft gl21 during pre-flight ground runs after extensive

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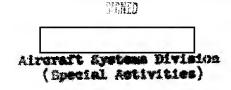
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inlet duct modifications unde for the purpose of exploring a redistribution of airflow designed to improve the aircraft "roughness" phonomenon associated with the airflow mis-match problem. Later reports, however, indicate that these damages were internally induced by the engines and therefore they are not considered as foreign object damages. Engine imprection so far has not firmly determined this point although indications point to the engine itself as the ultimate cause.

Headquarters position, however, as presented to Lockheed by the Headquarters POD Committee representative prior to the above ground run, was and still is one of strong concern in that the inlet nacelle medifications to this aircraft have resulted in a configuration westly more susceptible to POD than existed prior to the medifications. Mr. Johnson personally has been made sware of this concern and has been acquainted with the recommended steps to reduce the susceptibility to damage.

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